



Nine Barrow Down

Site Code 2.086

OS Grid Ref: SZ 005 813 (Map 195)

GPS: N50:37:51 W1:59:12

What3Words: [///gathers.wound.playfully](https://www.what3words.com/#!/gathers.wound.playfully)

Launch Area	Ben Bowerman	Wind Direction	N - NE (0' – 045')
Farmed by:	Goddlingston Farm		Best: NNE (022°)
	07831 833246		
Nearest Phone:	Unknown	Height AMSL	590ft (180m)
		Top to Bottom	390ft (120m)
Casualty Units:	Royal Bournemouth Hospital	Pilot Grades	HG Not recommended PG Club Pilot +50Hrs Site briefing advisable

THIS IS WESSEX MEMBERS ONLY SITE

IT IS NOT OPEN TO RECIPROCAL CLUBS, VISITORS OR SCHOOLS

Do not fly if there are livestock in the field.

The first pilot to arrive must:

- **Call the farmer Ben Bowerman on 07831 833246 before going up in case he has livestock grazing.**
- **Text message David Elford of Kingswood Farm on 07483 356717 to advise him that we are flying.**
- **Leave a site report advising other members that the above has been completed.**

General Site Info

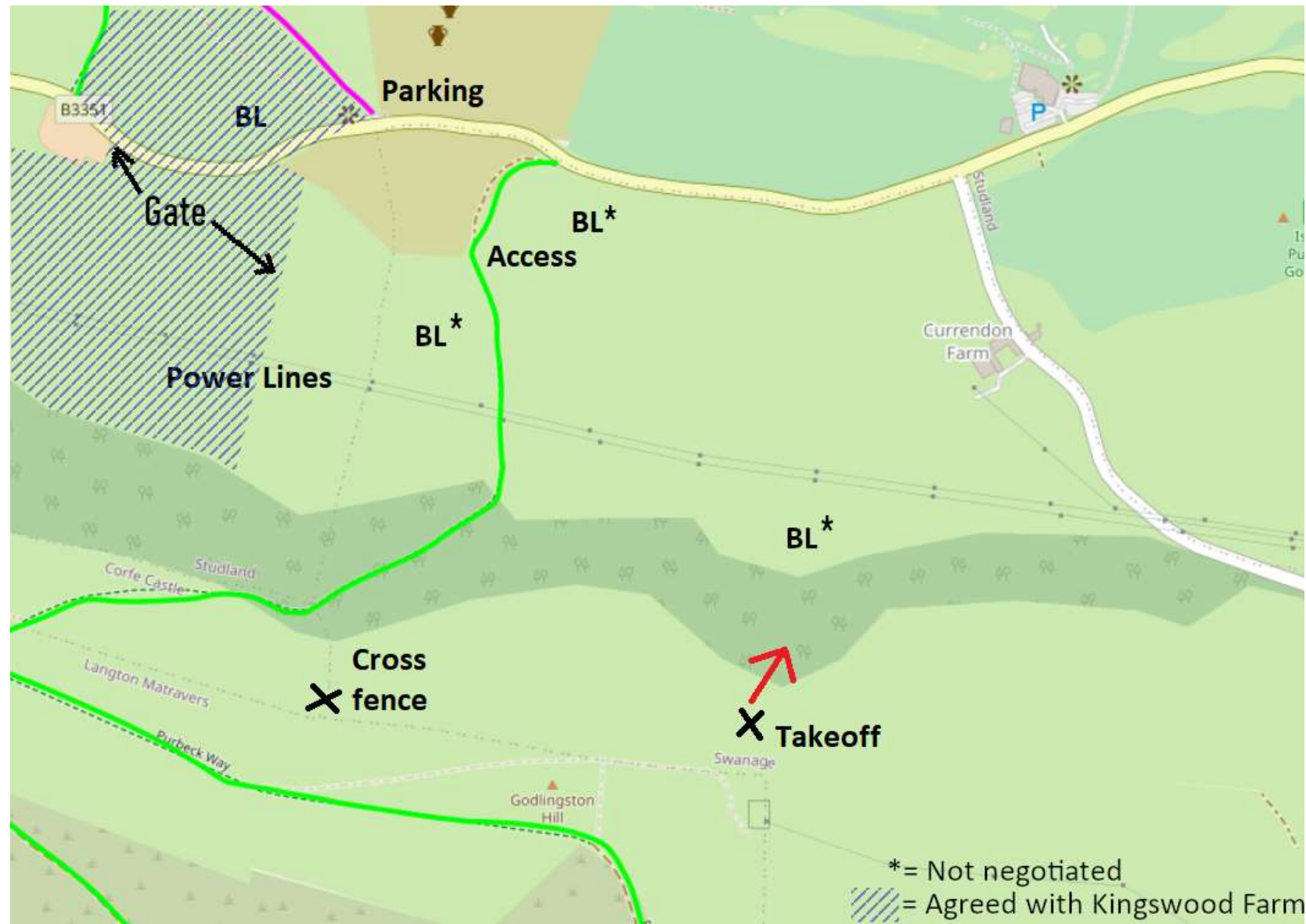
Nine Barrow Down is a 2km tree covered slope facing North over Studland heath towards Poole harbour. Take off is technical, over a fence into a bowl full of trees and scrub. The bottom landing below the launch slopes away, and has a high-tension power line running through it requiring quick and decisive landing decisions if going down.

The site has numerous hazards and requires experience and good assessment of the conditions. CP + 50 Hrs is recommended.

The site is thermic even in the winter and is likely to be very thermically turbulent in the summer.

Top landing near take off is possible. Some bottom landing areas have been negotiated with Kingswood Farm – refer to the map below.

NNE with 12-18 mph are the ideal conditions.



- Directions** **From Corfe Castle** take the B3351 towards Studland and the Sandbanks chain ferry. Park at [///workshop.overgrown.sprayer](#) in the public parking.
- Walk east along the road about 200m to the public bridleway at [///weeds.january.ropes](#) and follow the path to the top of the hill.
- Cross the barbed wire fence into the take-off field at [///arrive.without.sprayer](#) taking care not to do any damage. The fence can be opened at this point without having to go over the fence.
- Walk across the field to the launch point at [///gathers.wound.playfully](#)
- There is an alternative access if the lookout parking is full. Park in the laybys at Ulwell at [///abacus.roosters.outlawing](#), walk to the track at [///completed.value.merge](#), follow the track along the south side of the hill to [///tens.sends.unite](#) and then up the hill to the take-off along the track.
- Access** It is necessary to cross a barbed wire fence to access the field. Take care not to damage the fence and use opening the at the top corner to enter the launch field.
- Parking** Park at the lookout public car park at [///workshop.overgrown.sprayer](#).
- If the lookout car park is full then try the parking at Ulwell ([///abacus.roosters.outlawing](#))
- Alternatively, park as for Knitson and walk up from the South side of the hill.
- Hazards** The site is thermic even in December. It takes the unstable northerly airflow which passes over the heathland of Studland before arriving at the hill. It is likely to be very thermically turbulent in the summer.
- When a sea breeze sets up, the wind direction will switch 180 degrees and you will be flying in lee side rotor. In the summer the sea breeze is likely to set up by 11AM or possibly earlier.
- A high-tension power line runs through the field below take off which must be avoided.
- If you misjudge the take-off you will not clear the fence into the tree lined bowl.
- There will be rotor in places along the top of the ridge in the lee of the tree lined slope.
- Watch out for strong venturi and getting blown back into rotor over the ridge back.
- Launching** There is a large area to set up and launch well back from the fence. Launch well back and glide towards the fence. If it's not lifting, abort and side land.
- If it is lifting, you should enter quite strong lift as you clear the fence into the bowl. Work up some height before transitioning the West.

- Top Landing** There is plenty of top landing near the take-off. It's a big field but beware of rotor from the trees along the slope and land well back.
- There can be strong venturi over the top of the ridge so check penetration before getting in a situation where you can be blown back into rotor over the ridge back.
- Bottom Landing** Some bottom landing areas have been agreed (see the map above), please avoid landing in the non-agreed areas unless in an emergency.
- The field just beyond the parking has a public footpath and style back to the carpark – this is the favoured bottom landing agreed by Kingswood Farm (provided there are no cattle in the field and that a text message has been sent to David Elford on **07483 356717**).
- The fields below take-off are easily landable but beware of the high-tension power line which must be avoided.
- Ridge Runs, XC** Over the back it would be possible to fly to Durlleston head, about 4km.
- To the West 2km of the ridge is soarable. With thermic assistance it should be possible to get to Corfe castle and beyond.
- The holy grail would be to get high thermalling and then connect with the incoming sea breeze front to fly it inland.
- Flying Generally** The site is good for soaring and thermalling. It is very scenic overlooking Studland and Poole harbour. It is a technical site suitable for experienced pilots with a high level of skill and judgement.